

THE OVERLAND CHINA MAIL
PUBLISHED EVERY
MAIL DAY.
(Contains the Week's News
of Hongkong and the
Far East.)
Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1845

AGENT
OF THE CHINA MAIL
AND THE OVERLAND CHINA MAIL
SHIP, to be made to order and
the following ports—
Canton, Peking & Co.
Hongkong, Shanghai & Co.
Shanghai, Peking & Co.
Yokohama, Peking & Co.
Manila, Peking & Co.

No. 16,871.

號六十月十年六十壹百九千壹

HONGKONG, MONDAY, OCTOBER, 16, 1916.

民國六年十月十六日

PRICE 83.00 Per Month

THORNES

OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG

ST. JOHN AMBULANCE BRIGADE
OVERSEAS.

HONGKONG AND CHINA DISTRICT.

1. All Men's Divisions will parade on the Cricket Ground on Tuesday, the 17th inst., at 5.30 p.m. Uniform, as on the 16th inst. Stretcher-bearers will not be required.
2. At the Parade to be held on "Our Day," each Division will present not less than 75 per cent. of its full strength, and for casualty work not less than 50 per cent. of the full strength may be presented. Any Division not presenting the full proportion required will be penalised by loss of marks.
3. On Thursday, the 19th inst., Divisions taking part in the Parade will fall in on the Cricket Ground at 2.30 p.m. Uniform, as on the 16th inst. Stretcher-bearers must be sent to the Murray Parade Ground on the morning of the 19th and stored in the Hospital Tent. Wheeled Ambulances will not be required.
(Sd.) E. RAYNES,
District Supt. in Charge of District.

HONGKONG POLICE RESERVE.

PARADES.
Thursday, Oct. 10th.—Men warned for duty will parade at Cricket Ground at 2.30 p.m. sharp. Helmets and Rifles.
MUSKETEER.
Members who have sent in their names for the Instruction Class, will attend Central Station at 5.15 p.m. on Tuesdays and Fridays commencing Oct. 17th.
They will be exempt from drills ordered for those days.
EQUIPMENT.
Equipment Officers must submit to the D.S.P.R.'s office not later than Saturday, Oct. 21st, requisitions for blue uniform required by their respective units 1916-17.
(Sgd.) J. W. FRANKS,
A.S.P. (R.).

DOBRODJA.

That exchange with Russia which gave the Dobrodja to Rumania and Bessarabia to Russia was not accepted in 1878 by Rumania with any other feeling than resignation. It was the best of a bad business. Rumania had done much for Russia at Plevna; and Bessarabia had been part of the old Moldavian principality. Its very name told the story of an illustrious Rumanian family, and its loss in 1812 had been deeply deplored. And so the Dobrodja came into the new Rumanian kingdom as a relative indeed, but at the sacrifice of a still more dearly loved and lost one.

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great Russell Street, W.C. F. ALLEN, 11 & 12 Clement's Lane, Lombard Street, E.C. T. B. BROWNE & Co., Ltd., 103, Queen's Road, Victoria, S.W. CHAS. S. & F. BROWN, 85, Great Church Street, E.C. G. S. & Co., Ltd., 30 Cornhill, Gordon & Gorton, 15 St. Bride St., E.C. ROBERT WATSON, 150 Fleet Street, C. MITCHELL & Co., 10, 11, 12, New Bridge St., E.C.
SCOTLAND.—FRED. L. SMITH, 8 North St. David Street, Edinburgh.
PARIS AND EUROPE.—WATSON FRERES & Co., 16 Rue de la Grange, Bateli, Paris.
NEW YORK.—T. B. BROWNE, Ltd., 201 Broadway, West 42nd Street, New York City.
SAN FRANCISCO and American Ports generally.—BLAY & BLACK, San Francisco.
FOUCHOW.—BROOKER & Co.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & Gorton, Melbourne and Sydney.
CEYLON.—W. M. SMITH & Co., The Arcade, Colombo.
SINGAPORE, STRAITS, &c.—KELLY & WATSON, Ltd., Singapore.
PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.
SHANGHAI.—KELLY & WATSON, Ltd.
JAPAN.—MORSE, KELLY & WATSON, Ltd., Kobe and Yokohama.
CANTON, PEKING, &c.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000-Tons, 3,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON, H.K.

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.
Splits 70 Cts. " "

TRADE MARK

A. S. WATSON & CO., LTD.,
ERATED WATER MANUFACTURERS.
Telephone 434.

CHINA AGENCY & TRADING CO.

IMPORTERS, EXPORTERS & GENERAL AGENTS.

10 Queen's Road Central.

DEALING in American Hardware, Tools, Machinery, Paint and Oil.
Lamps, Window glass, Building materials, Railroad and Ships Supplies, etc., etc.

PRICES MODERATE.

Telephone 2143.

Hongkong, July 23, 1916.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.50 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement as the Company's Office, Alexandra Building, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in full. Notes or by Cheque or Comprodate order representing Bank Notes.

KING EDWARD HOTEL

Central Location

All Electric Trains Pass Entrance.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS.
"VICTORIA." J. WITCHELL,
Manager.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE ASSETS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.

and
THE RAILWAY PASSENGERS
INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,

£23,970,367.

Subscribed Capital £4,500,000

Unpaid Capital £2,437,500

Reserve Funds £1,532,867

Life and Annuity Funds £1,457,500

Sinking Fund Account £23,230

£23,970,367

Revenue Fire Branch £2,581,466

Life and Annuity Branches £1,457,500

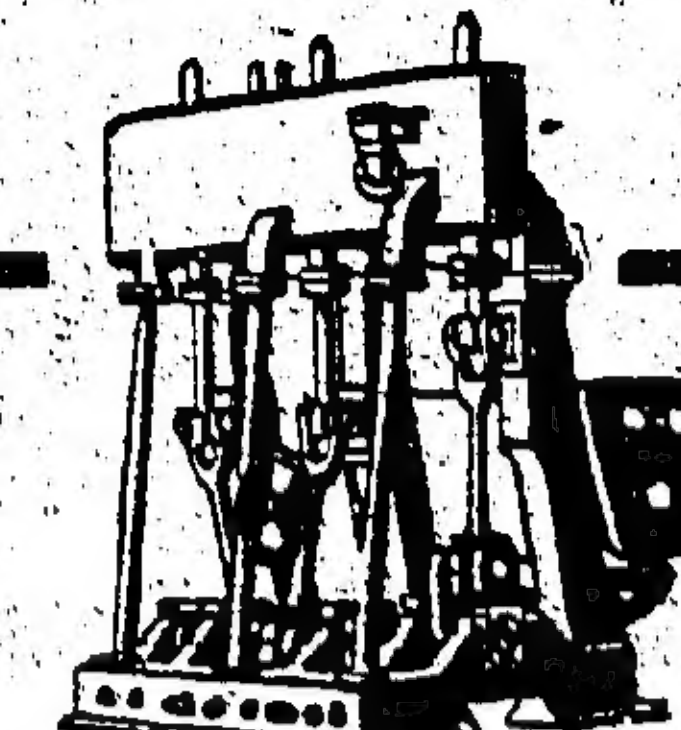
Revenue Marine Department £27,239

Other Receipts £78,940

£23,970,367

The Accumulative Funds of the various branches are separately invested and by Act of Parliament are set aside to meet the claims under the respective Departments of the Company's Business.

BUSINESS NOTICES.



TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
OF HONGKONG LTD.
—TELEGRAPHIC ADDRESS—
"TAIKOO"
—BOTTINGFIELD & SONS—
—TELEPHONE 11-712—

LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE
SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1862

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 3" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Manager.

Hongkong, April 11, 1912.

601

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,

MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-Class Dining, Lounge, Smoking and Ladies' rooms. Roof Garden.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
MONDAY, 16th OCTOBER.

8 A.M. 'HONAM' 5 A.M. 'HEUNGSHAN'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

TUESDAY, 17th OCTOBER.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer \$ 5.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2006. S.S. 'SUI TAI' Tons 1651.
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 22nd OCTOBER.

The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI-TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM', 538 Tons, and S.S. 'NANSING', 469 Tons.

One of the above Steamships leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "TINTAN" and "SARUL". These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor).
Opposite the Blaise Pier.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 43, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 439.
Shipyards, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.

WONG-PING WA, Manager.

Hongkong, April 1, 1915.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Bournville COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputation
in food value and delicious flavor, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S
CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

INTIMATIONS

G. R.
TECHNICAL INSTITUTE.

THE INSTITUTE will RE-OPEN on MONDAY, the 16th of October. Copies of Prospectus and entry forms may be obtained on application to the Director of the Institute at the Education Department.
Hongkong, Oct. 13, 1916. 1129

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY the 21st day of October, 1916, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1916, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from 16th to 21st of October, 1916, both days inclusive.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, Oct. 8, 1916. 1108

THE ANDERSON MUSIC CO., LTD.

HIGH CLASS
PIANOS FOR
SALE OR
HIRE.
CASH OR
CREDIT.
TUNING & REPAIRING—
A SPECIALITY.

6, Des Vaux Road. Tel. 1322

PATELL & CO.
Importers-Exporters

Commission Agents
HONGKONG.

Branches:—
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:—
HANKOW,
SHANGHAI,
CANTON.

SILIMPOON (SEBASTIAN) COAL.

THE Undersigned having been appointed Agents for the COVIL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOON COAL trimmed into Bunkers at SEBASTIAN or SANDAKAN (British North Borneo).
SILIMPOON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.
Steamers calling at SEBASTIAN or SANDAKAN exclusively for SILIMPOON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebastian Steamers are berthed alongside the Company's wharf where there is a minimum depth of 37 to 38 feet at low water Spring Tides.
Charts of Sibutu Bay (Sebastien Harbour), Prices and all other information concerning the Port can be had on application to the Agents.
BRADLEY & CO., LTD.
Agents Covil Harbour Coal Company, Limited.
Hongkong, Dec. 2, 1915. 1097

TANG YUK, Dentist, successor to the late SIEN TING,
14, D'ARVILLE STREET.

TERMS VERY MODERATE
Consultation free.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL"

CONTAINS ALL THE NEWS OF THE WEEK

INTIMATIONS

NOTICE

AN Old Established British Silk firm in Canton REQUIRES JUNIOR ASSISTANT. Continental Silk experience and knowledge of French essential.

Reply—
Stating references and experience.
"SILK ASSISTANT."
C/o "CHINA MAIL" Office.
Hongkong, Oct. 13, 1916. 1130

CHINA EXPORT-IMPORT AND BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.
BRADLEY & CO., LTD.
Liquidators.
Hongkong, Oct. 2, 1916. 1088

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR
DAISY BRAND BUTTER.
IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.
Sole Agents
THE DAIRY FARM CO., LTD.

MARTIN'S
APOLLO STEEL
PILLS
A French Preparation for the relief of all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, Headache, Backache, Stiffness of Joints, etc., etc.
MARTIN'S
APOLLO STEEL
PILLS

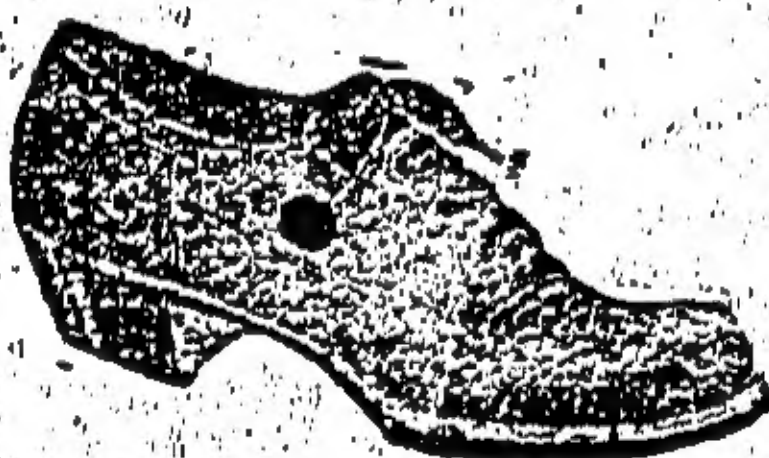
FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

JAPANESE MAKERS

Every kind of Footwear
MADE
TO
ORDER



O'BERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 481.
Hongkong, March 30, 1914.

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)
ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS.

In each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply; and STEAMSHIP LINES.

arranged under the Ports to which they all, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 90s.

Dealers seeking Agencies can advertise their trade cards for 2s, or larger advertisements from 2s.

The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C.

THE NEW FRENCH REMEDY.
THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4



"LEADING THE WAY"
"CAPSTAN"
MIXTURE
"THE SKIPPER'S FAVORITE"
W. D. & H. O. WILLS.
BRISTOL and LONDON.

RUHLEREN VICTIMS.

BROKEN MEN ARRIVE IN LONDON.

TRAGIC STORIES.

TORTURES OF A SOUTH AFRICAN DOCTOR.

The Prinz Hendrik arrived at Gravesend from Flushing recently with 17 repatriated prisoners from Germany, eight men from Ruhleben Camp, four women, and five children. There were also on board a number of Belgian refugees.

Among the party from Germany (says the "Times"), were Mrs. Lillian Frank and two children, Percy and Elaine, twelve years of age, who travelled under the care of Mrs. Frank, David Wade, Benjamin Prime, eighty years of age, George Lucas, and Sam Carter, two coloured men.

Ahmed Said, an Arab from Aden; a man named Haynes, Abraham Johnson, and Mrs. J. Andrews, whose husband had previously been repatriated and who met the party at Gravesend.

The men from Ruhleben stated that the conditions had been very bad, but of late had improved, the food having got better owing to the harvest.

IN SOLITARY CONFINEMENT.

Abraham Johnson, who is apparently very ill, stated that he had been in the lazar for the last ten weeks. Recently the people had been given extra food, consisting of a small portion of so-called margarine, which he described as 86 per cent dirt and water and 10 per cent fish oil, which was absolutely unpalatable and had to be thrown away.

He stated that a young man named Moore, who was a well-known footballer, and was formerly a strong, healthy man, died last Monday from typhoid. During his illness mosquitoes and flies nearly ate him alive. Boxes of loaves of bread were allowed to sick men, each box having a cement floor.

Dr. Hopp, a South African, who was ill, was reported for some offence to the doctor. As a result, he had been placed in solitary confinement and suffered mental torture and such pain that opium had to be given to relieve him, and he was not expected to live for more than a few weeks. The only other drugs left in the camp were salts and aspirin, which were given for every complaint. Opium was given to invalids as a special diet.

"SPON COULD NOT GET FOOD."

Mrs. Frank told a story of conditions at Frankfurt-on-Main and Berlin, in both of which she lived. Her husband was an engineer, and was interned on the outbreak of war, but the conditions at Ruhleben camp so affected his health that he died last April, and she was left destitute with two children. She was determined not to endure another winter in Germany, and made application to the American authorities to obtain her repatriation.

She declared the conditions in Germany were very bad. There were tickets for everything, but even if one had them one could get no food. She had to borrow from kind German people of whom there were some, to get bread for her children. The people were all tired of the war and prayed for it to end, but only in their favour. They believed in victory, and that they could hold out, and in that belief the poor were very brave and patient—as patient as angels was her

description. The poor could not buy food with meat at 6s. and cheese at 7s. a lb. The rich could and did buy food, but the people did not complain. Officialism was unendurable, but she had never been unkindly treated by the officials.

Asked what the Germans thought of the "big push," she said she had never heard of it, nor of a Zepplin being brought down. The people knew nothing of the Allied successes. They believed that all was going well, and that it was impossible for the British to starve them. The harvest was relieving the position and making the people more hopeful, and she believed they would hold out for a long time yet.

FROM BERLIN.

Mrs. Andrews, who came from Berlin, complained of espionage on the part of neighbours, who sent anonymous letters to the authorities and got people interned on the most flimsy pretext.

A GERMAN-BORN WOMAN.

Some of the party were in a desperate plight (says the "Daily Mail"). The first two to step out of the boat train were an Irishman and the negro. Five months ago the Irishman, who is a fireman, was hale and almost robustly healthy. Under his harsh treatment at Ruhleben he developed virulent cancer. He had wasted to a shadow, and when his friends met him on the platform last night they could not recognise him. He was hollow-faced and almost inarticulate. He and his sympathetic companion were taken off at once to hospital.

The prolonged confinement has told so seriously on the nerves of some of the prisoners as to affect them mentally. Two such cases arrived last night.

Most of those who arrived were too weary to talk. Some shed tears for very happiness at being home again; others murmured grim stories of their hardships, the bitterness of their treatment and—worse of all—the lack of any possibilities for keeping decently clean in their confinement.

Among those who arrived yesterday were several women and children who could not speak a word of English. In one such case a German-born woman from Berlin rejoined her husband at Gravesend after a separation of two years. The man was released from Ruhleben three months ago.

STRIKE AT A SHANGHAI COTTON MILL.

2,000 OPERATIVES CEASE WORK.

A strike among the operatives at the No. 2 Mill of the Shanghai Cotton Manufacturing Co., Ltd., broke out on the 8th inst., about 2,000 employees ceasing work.

The trouble appears to be that, instead of taking their food with them to their work, the employees have been in the habit of having it passed through the gates during business hours. The management issued orders calculated to stop this proceeding.

FOUR TO PER CENT OF THE MEN RETURNED TO THEIR WORK YESTERDAY (says the N. O. Daily News).

THE MAN WHO GETS THERE

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

Makes blood—acts as a life-giving, health-giving, strength-replenishing blood.

OF ALL CHEMISTS

are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.

JUST TWO TO-NIGHT

are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.

are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.

are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.

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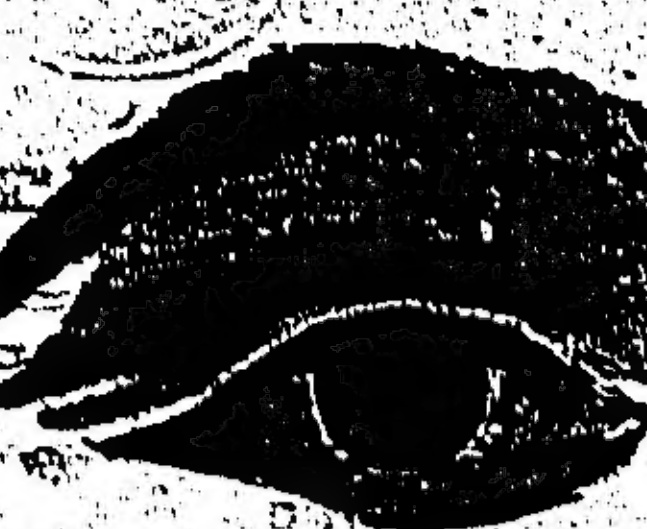
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are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & CO.
SCIENTIFIC OPTICIANS
17, MARK BLOSS, CHATER RD.
HONGKONG

HONGKONG & MANILA

MITSUBISHI CUSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SATO, KANADA, SHINKEW, KAMIYAMADA, HIRAI & OYUBARI COALMINE

AGENT FOR SAKITO COAL

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Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process, Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLITS ARE AS FOLLOWS

NAME OF DOCK OR SLIT	LENGTH ON KEEL (FEET)	WIDTH AT BOW (FEET)	DEPTH AT BOW (FEET)	DEPTH AT STERN (FEET)	DEPTH AT MIDSHIP (FEET)	DEPTH AT KEEL (FEET)
DOCK NO. 1	100	100	10	10	10	10
DOCK NO. 2	100	100	10	10	10	10
DOCK NO. 3	100	100	10	10	10	10
DOCK NO. 4	100	100	10	10	10	10
DOCK NO. 5	100	100	10	10	10	10
DOCK NO. 6	100	100	10	10	10	10
DOCK NO. 7	100	100	10	10	10	10
DOCK NO. 8	100	100	10	10	10	10
DOCK NO. 9	100	100	10	10	10	10
DOCK NO. 10	100	100	10	10	10	10

DOCK NO. 11

DOCK NO. 12

DOCK NO. 13

DOCK NO. 14

DOCK NO. 15

DOCK NO. 16

DOCK NO. 17

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THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

TUESDAY,

the 17th October, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street,

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., &c., As follows:—

Several Carpets and Rugs, Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, comprising Double Brass-mounted Bedstead, Twin Bedsteads (Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, &c., Bath Room Utensils, Large Roll-top Desks and Writing Table, etc., a quantity of Electro Plated Ware, 1 Large Wall Clock "London make," "Cadia" Portable Motor with Battery, etc., complete, 1 Piano, in good condition, Electric Reading Lamp, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, &c., &c.

Also
Plate Carbine Camera, D.B. Fowling Piece, etc.

And
A few lots of DRAWN THREAD and EMBROIDERED GRASS CLOTH, &c., A selection of Brass Jardinières, Vases, Finger Bowls, etc.

(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 11, 1916. 1194

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

on
WEDNESDAY,
the 18th October, 1916, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street,

A QUANTITY OF
POLO AND RACING SADDLERY,
Comprising:—

2 Polo Saddles,
1 Racing Saddle,
1 Lady's Saddle,
Quarter Blankets, Bridles, (with Snaffle Bits), Weight Cloths, Leather Sandals, Flannel Sweating Sheets, &c., &c.
On view day of Sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 14, 1916. 1193

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

on
AN EARLY DATE
The following LIGHTHOUSE GEAR, &c., viz:—

One occulting apparatus, complete.
Circular wick lamps.
Spare burners.
Cylinders and wicks.
Incandescent Petrol Lamps, and accessories.
A quantity of gear pertaining to Mooring Buoys.

Also
A quantity of LANTERNS, &c., &c.
Further particulars may be obtained from the undersigned.
Terms:—as usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 14, 1916. 1195

THE WAR.

(Continued from Page 5.)

SUNDAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

GREAT BRITAIN AND THE WAR.

EVERY YOUNG MAN WANTED.

A MILLION EXEMPTIONS.

LONDON, Oct. 14.
The Times says it is believed that the Man-Power Board is convinced that every young man in the country must be definitely placed in national service.

LATER.
Mr. Lloyd George, Secretary of State for War, stated in the House of Commons that there had been a million exemptions. The Government was dealing with the question. If the present powers were insufficient the Government would consult the House of Commons regarding what steps should be taken. The Government was determined that all the country's resources, wealth and man-power should be utilised to win the war.

He assured the House that Great Britain and her Allies would make every effort to protect Rumania, against which nation, no doubt, Germany was concentrating her strength in the hope of crushing her.

GERMAN PRISONERS IN BRITISH HANDS.

BRITISH PRISONERS IN GERMAN HANDS.

LONDON, Oct. 14.
Mr. Lloyd George stated in the House of Commons that the total number of German prisoners in British hands were:

Military 88,894
Naval 2,106
The approximate number of British prisoners in Germany were:

Military (?) 29,098
Naval 408

THE BRITISH TANKS.

THE AUTHORS OF THE IDEA.

LONDON, Oct. 14.
Mr. Lloyd George mentioned in the House of Commons that the "tanks" had proved a most considerable success. The credit for the idea and design was due to the Chief Naval Constructor of the Admiralty, the Secretary for War, and Mr. Churchill when he was First Lord of the Admiralty, afforded the greatest encouragement to the carrying out of the construction.

A "FRENCH CRUISER" SUNK.

A GERMAN ANNOUNCEMENT.

AMSTERDAM, Oct. 14.
A German official announcement states that a German submarine sank the French cruiser *Rigel* in the Mediterranean. The *Rigel* is an old ex-merchantman of 3,500 tons.

THE FIGHTING IN THE BALKANS.

BRITISH IN CONTACT WITH ENEMY.

PARIS, Oct. 14.
A communiqué states: There has been intermittent artillery work by the Eastern Army on the Struma. The enemy are holding the front formed by Seres, Esavjak, Baraki, Druzi and Jenina. The British are in contact on the centre and the left, and there is an almost continuous artillery duel.

LOSING WEIGHT BY THE POUND.

"Under Weight" is a condition of ill-health, shows your assimilative powers are declining. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

Supports the body and builds up the system. It is a most valuable food and health building material. Very palatable.

NORWAY & SUBMARINES.

BELLIGERENT SUBMARINES PROHIBITED IN NORWEGIAN WATERS.

CHRISTIANIA, Oct. 14.
Norway has prohibited belligerent submarine warfare from entering Norwegian waters except in order to save life in bad weather. They will otherwise be liable to attack. Other submarines will be allowed to enter in daylight unarmoured and showing national colours, but risking damage by mistake.

THE DEPORTATIONS FROM LILLE.

THE GERMAN DEFENCE.

PEOPLE OF LILLE DESCRIBED AS "IDLE FOREIGNERS."

AMSTERDAM, Oct. 14.
A Committee of the Reichstag has discussed the deportations from Lille.

Dr. Helfferich (Finance Minister) and representatives of the Foreign Office contended that the deportations were internationally legal. There was a shortage of workmen in Germany and idle foreigners could not be allowed to burden the relief fund. Blunders were admitted, but it was contended that these were unavoidable.

KRUPPS ACQUIRES AN INTEREST IN N.D.L.

GERMANY'S POST-WAR TRADE MOVEMENT.

LONDON, Oct. 14.
The *Frankfurter Zeitung* states that Krupps have purchased an interest in the Norddeutscher Lloyd. This is the latest development of the Post-War Trade Movement, linking up the banking, steel, iron, coal and shipping interests.

THE EAST AFRICAN CAMPAIGN.

WHAT THE GERMANS DID AT DAR-ES-SALAAM.

LONDON, Oct. 14.
A telegram from Capetown states that before the British occupied Dar-es-Salaam, the Germans ran all the engines and rolling-stock of the Central Railway into the harbour. This doubtless has considerably delayed General Smuts' operations.

MESOPOTAMIA OPERATIONS.

CRITICISM OF A DESPATCH.

LONDON, Oct. 14.
Commenting on a despatch by General Sir Percy Lake, published to-day, the *Times* remarks that it leaves a great deal unsaid. Doubtless the Commission will throw light on its omissions, particularly in regard to the blunders and fatal dilatoriness at Es-sinn.

DUTCH NOTE TO GERMANY.

SINKING OF THE "BLOOMERS DIJK."

LONDON, Oct. 13.
The Associated Press correspondent at Amsterdam states that the Dutch Government has sent a Note to Germany protesting against, and asking reparation for, the sinking of the *Bloomersdijk*, which, it says, is only explicable by the commander of the submarine having exceeded his instructions.

GERMAN PROMISES.

THE HAGUE, Oct. 14.
In reply to the Dutch representations regarding the sinking of the *Bloomersdijk*, the German Government promises compensation, without reference to a Prize Court if it is proved that the submarine commander exceeded his instructions.

DUTCH SHIPS SUNK BY THE GERMANS.

AMSTERDAM, Oct. 14.
The *Telegraph* publishes a list of Dutch ships sunk by the Germans.

THE WESTERN FRONT.

CONSIDERABLE SHELLING BY THE ENEMY.

LONDON, Oct. 13.
General Sir Douglas Haig reports: South of the Ancre there has been considerable hostile shelling, especially in the Guendecourt and Martinpuich areas, and north of Courcellette. Otherwise, there is nothing to report. An attempt by an enemy party to raid our trenches at Wulverghem, after a bombardment, was broken down.

ENEMY ATTACK BY LIQUID FIRE.

PARIS, Oct. 13.
An official communiqué states: South of the Somme, an extremely lively artillery duel continues. To the north there was a German attack with *flammenwerfer*, which resulted in the capture of elements of trenches on the outskirts of St. Pierre Vaast Wood and Verdun.

SUCCESSFUL BRITISH RAIDS ON ENEMY TRENCHES.

LONDON, Oct. 14.
General Sir Douglas Haig reports: We carried out two successful raids on enemy trenches north-west of Ypres and south-west of Hulluch.

POWERFUL GERMAN ATTACKS ON FRENCH POSITIONS.

PARIS, Oct. 14.
A communiqué states: South of the Somme, after violent attacks, the Germans powerfully attacked our Abancourt positions and succeeded in occupying part of the village and trenches to the north-east, but an immediate counter-attack completely drove them out. North of the Somme we progressed at Malennes ridge. Fog hampered our air-work.

FURTHER DEMANDS ON GREECE.

CONTROL OF GREEK POLICE BY ALLIES CONCEDED.

ATHENS, Oct. 14.
Admiral Fournet has addressed to the Government a further Note. It is believed that the Note demands an explanation of the despatch of artillery and ammunition to Larissa. The Cabinet deliberated on the Note for four hours. The Chief of the General Staff was present. The Premier stated that it was practically certain that the *Entente* would recognise the new Cabinet.

LATER.
The Crown Council has accepted Admiral Fournet's Note, in which he demanded the control of the Greek Police, the prohibition of the citizens to carry arms, the prohibition of the despatch of war material to Thessaly, and the lifting of the embargo on the exportation of wheat from Thessaly.

THE ROYALIST PLANS.

UPSET BY THE FRENCH DEMANDS.

ATHENS, Oct. 14.
Fanatical Royalists have not concealed their plans, viz., that if the Allies succeed in forcing Greece to intervene, the force of M. Venizelos upon the King then the latter would retire with his troops to Thessaly, Thessaly, there to await the German army with which to attack the Allies. The French Admiral's ultimatum has upset these plans.

M. VENIZELOS ON THE SITUATION.

BULGARIA MUST BE EXPELLED FROM GREECE.

SALONICA, Oct. 13.
M. Venizelos was given a tremendous ovation at a banquet which was given in his honour by the Provisional Government. In the course of a speech M. Venizelos emphasised that Bulgaria must be expelled from Greece. With references to the duty of Greece to Serbia, M. Venizelos evoked great enthusiasm when he announced that there would be a National Assembly with the object of establishing new safeguards against the violation of the Constitution by a monarchial chief.

D.S.O. FOR BRAVE AIRMAN.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germ. When there are cases of diphtheria in the neighbourhood children should be vaccinated. If they have a cold and get the virus, they will recover. Give them Chamberlain's Cough Remedy, and they will not have to remain at home long. It also cleans out the system and prevents the cold from developing into pneumonia or other serious ailments.

INHERITED NERVOUSNESS

The causes of nervous disorders are of two kinds, predisposing and exciting. Heredity is a predisposing cause. A nervous parent is very liable to have a nervous child. But even with this predisposition the child will not necessarily develop any form of nervous disease without an exciting cause. It may not develop during childhood at all, but throughout life a person with an inherited predisposition to nervousness is an easier victim of all forms of nervous disorders than one without it. Worry, overwork, overstudy, and excesses of all kinds are exciting causes, and should be avoided by those who know themselves to have inherited a nervous disposition. Thin blood and a general run-down condition of the system are also to be avoided, by such people. Be moderate in everything, avoid worry, keep the blood rich and red and the general health built up with a pure and safe tonic such as Dr. Williams' Pink Pills, and so avoid a nervous breakdown. Dr. Williams' Pink Pills for Pale People are a general tonic with a special action on the nerves and they relieve and correct many forms of nervous trouble. Begin them to-day, for your own dear sake, and they are also obtainable in bottles of 50c and \$1.00, post free, from Dr. Williams' Medicine Co., 66 Sechen Road, Shanghai. "FREE"—An instructive little guide on Nervous Disorders will be sent free to any reader who sends a postcard request to the above address.

FRENCH OCCUPY ISLANDS.

ATHENS, Oct. 14.
French sailors have occupied the islands of Lerou and Kyra, in the Gulf of Salamis, which were munition depots for the Greek Navy.

HOLDING OF ENEMY SUPPLIES.

ATHENS, Oct. 14.
On the Larissa railway, the departure of a munitions train and two field batteries to Larissa was prevented.

DANGEROUS PLANS FRUSTRATED.

LONDON, Oct. 14.
The *Times* states that Athens is unmoved by the Allies' action in regard to the Fleet because the Fleet was recently offered by anti-*Entente*ists while a concentration had begun in Thessaly of troops and guns and stores in the rear of the Allied armies.

ROMANIAN FRONT.

SIX ENEMY INFANTRY ATTACKS REPULSED.

BUCHAREST, Oct. 14.
An official communiqué states that in Transylvania the cavalry repulsed six enemy infantry attacks at the Magherus Pass.

West of Oltuna the enemy were repulsed and retreated to Predal, east of Toarnburg, also in the Buzau Valley, where we inflicted sanguinary losses. A night attack was repulsed west of Calinas.

On the southern front the artillery and infantry were engaged all along the Danube. Dobruja is quiet.

REVOLUTION AT PALEMBANG.

AMSTERDAM, Oct. 14.
A telegram to the *Telegraph* from Weltevreden states that a revolution has broken out at Palembang. The *Telegraph* characterises this as a most serious fact.

(Palembang is a seaport town in Sumatra, with a population of over 60,000 souls.)

A HOSPITAL SCANDAL IN INDIA.

LONDON, Oct. 14.
The *Morning Post* in an extremely bitter article on the treatment of the wounded in a "certain hospital in India" describes the place as a dirty verminous barracks with no punkahs and insufficient water. The cost of keep is deducted from the pay of the wounded soldiers. The *Post* demands the punishment of those responsible.

SHIPPING DEAL.

LONDON, Oct. 14.
Sir John Ellerman, controlling owner of the Ellerman, City, Hall and Bucknall Lines of steamers, has arranged to acquire the whole of the shares of Thomas Wilson and Sons, of Hull.

D.S.O. FOR BRAVE AIRMAN.

LONDON, Oct. 13.
The D.S.O. has been awarded to Second Lieut. William Joseph Symonds of the Flying Corps, for conspicuous gallantry and devotion to duty in connection with the destruction of an enemy airship. There are no further details.

NEW ISSUE OF BEEETER.

THE new issue of *BEEETER* is now on sale. It contains a full and complete list of all the new and improved models of the *BEEETER* system of ventilation, and is a most valuable reference work for all concerned with the health and comfort of the home.

INTIMATIONS

WAR CHARITIES.

"OUR DAY"

THURSDAY, 19TH OCTOBER.

will be devoted all over the Empire to collecting funds for

THE BRITISH RED CROSS SOCIETY AND THE ORDER OF ST. JOHN OF JERUSALEM

IN AID OF THE WOUNDED.

LADY MAY'S ROSE FUND

20,000 roses have been given and will be sold throughout the day by numerous ladies and school children. Subscriptions to the Rose Fund will also be gladly received at any time before the day by Lady May at Government House, who will send a rose with the acknowledgment.

GREAT ENGLISH FAIR

is the Afternoon, from 3 till 7, on the Murray Parade Ground.

COCONUT SHIES, DANCING ENCLOSURE, JUNGLE SHOOTING RANGE (Elephants, Lions, and the Peak Tiger), RED CROSS COMPETITIONS, THE "EVERYTHING" STORES, THE SWANKS.

ALL THE FUN OF THE FAIR

Entrance 50 Cents.

FETE AND ILLUMINATIONS

in the Evening, from 9 till 11.30, at the Public Gardens.

CONCERT — TWO BANDS.

Entrance \$1; seats in Reserved Enclosures, \$2 and \$1 extra.

Refreshments on sale during the Afternoon and Evening.

Tickets obtainable at MOUTRIE'S and the ROBINSON PIANO CO., and from MEMBERS OF THE WAR CHARITIES COMMITTEE.

E. R. HALLIFAX, Hon. Secretary.

Ask for Horlick's.

It is well worth trying, and will mean good health for you, as Horlick's Malted Milk assists Nature in repairing and building up wasted tissue. It is always acceptable—delicious to the taste, and made in a moment—no cooking.

HORLICK'S MALTED MILK

Of all Chemists and Stores in 3 sizes, 1/6, 2/6 and 1/1- (in England).



AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

on
FRIDAY,
the 20th October, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street,

A QUANTITY OF
HOUSEHOLD AND OFFICE
FURNITURE, &c., &c., As follows:—

Comprising:—
Carpets (new), Large Sideboards, Dining Wagon by Land, Crawford & Co., Dining Tables and Chairs, Wardrobes and Trunks, Double and Single Beds, mounted Bedsteads, &c., Miscellaneous Furniture, several lots of Blackwood Ware, a Piano, a few lots of Porcelain, &c., Pantry, Bath Room and Kitchen Utensils, etc., Large Blackwood Screen, several good Cabinets, Teakwood Office Furniture.

Also
Brass Jardinières, Vases, Finger Bowls, etc., and 9 Fowling Pieces.

(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 14, 1916. 1193

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EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

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Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail	Remarks
LONDON & BOMBAY via SINGAPORE, PENANG, CEBU, PORT SAID AND MARSEILLES	NOVARA Capt. J. H. HARRINGTON	20th Oct.	Connecting at Colombo with Mail Steamer Mores.
SHANGHAI MOJI & KOBE	HYANZA Capt. J. GAUNT	27th Oct.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NOBE Capt. D. ASHURY	3rd Nov.	Direct Service.
SHANGHAI MOJI, KOBE, & YOKOHAMA	MALTA Capt. C. C. TALBOT	8th Nov.	Direct Service.

Wireless on all steamers. Return tickets at a half-price available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

S.S. "CHICAGO MARU" Capt. K. Hoh Tuesday, 24th Oct. at 3 p.m.
Omitting Shanghai and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

S.S. "NANKING MARU" Friday, 27th Oct. at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWAY, TENHAM, PENANG AND COLOMBO.

S.S. "INDO MARU" Capt. Y. Somakawa Friday, 27th Oct. at Noon.

JAVA LINE. For MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "SHIBETORO MARU" Capt. S. Yamane Friday, 27th Oct. at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

S.S. "JOSHIN MARU" Capt. T. Norishima Wednesday, 18th Oct. at 8 a.m.
S.S. "KAJO MARU" Capt. Murakami Sunday, 22nd Oct. at 10 a.m.
Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager.

Tel. No. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL



SERVICE

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamers	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	21st October	10th Nov. at 11 a.m.
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THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

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NATAL LINE OF STEAMERS

REGULAR CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong.

Leave from Hongkong, on or about, Connecting at Calcutta with On or about

For freight and further particulars apply to

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REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANAL. (With liberty to call at the Malabar Coast).

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S.S. "EGREKONT CASTLE" On or about 10th November.

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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. "HOINBO MARU" For Batavia, Cheribon, Samarang, Sourabaya, Monday, 23rd Oct. 11th Nov. 1916.

S.S. "HICHAU MARU" For Moji, Kobe & Yokohama 29th Oct.

S.S. "HICHAU MARU" For Moji, Kobe & Yokohama 29th Oct.

DODWELL & CO. LTD. Agents.

SHIPPING

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WEIHAWEI, CHEFOO & TIENTSIN	Hutchow	Oct. 17, at 4 p.m.
SHANGHAI	LUCHOW	Oct. 17, at 4 p.m.
MANILA	LIANGHONG	Oct. 18, at 3 p.m.
CEBU & MOLO	TAMING	Oct. 19, at 4 p.m.
SHANGHAI	SHANTUNG	Oct. 19, at 4 p.m.
SHANGHAI	YANGHONG	Oct. 22, Daylight
MANILA, CEBU & MOLO	TAI	Oct. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAR" and S.S. "SANTU".

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming," & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tea".
SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. "Anhui," "Chenan," "Luchow," "Yangchow," "Shantung" and "Sinkiang," with excellent accommodation, Electric Lights and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG

(Subject to Alteration).

For	Steamers	To Sail
KOBE & MOJI	KUMSANG	TUESDAY, Oct. 17, Daylight
SHANGHAI	CHOTSANG	THURSDAY, Oct. 19, Daylight
MANILA	LOONGSANG	SATURDAY, Oct. 21, at 3 p.m.
MANILA	YUENSANG	SATURDAY, Oct. 23, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Namsang, Luchow & Fooking leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yangchow, Kumsang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daire, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuant, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

For	Steamers	Dates of Departure
GENOA	MERIONETHSHIRE	End of November.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

A P O A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APOAR" 4,000 tons, Oct. — will be despatched for SHANGHAI, KOBE & MOJI on the 24th October.

WESTWARD.

S.S. "JAPAN" 6,015 tons, Capt. J. E. O'Sullivan, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on the 18th October.

The above steamers have excellent accommodation for passengers and cargo, and are fitted with all modern appliances.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,

Agents.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 18 Days)

Steamer	Captain	Leaving
HAITAN	Capt. J. S. Thomson	TUESDAY, 17th Oct. at 2 p.m.
HAICHING	Capt. W. C. Passmore	FRIDAY, 20th Oct. at 2 p.m.
HAICHONG	Capt. J. W. Evans	TUESDAY, 24th Oct. at 2 p.m.

SWATOW

HAICHING Capt. W. C. Passmore MONDAY, 18th Oct. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co.,

General Managers.

SHIPPING

MITSUI BUSSAN KAISHA SOUTH AMERICAN LINE.

STEAMSHIP

"IKOMOSAN MARU," will be despatched from Hongkong by the TOYO KISEN KAISHA.

On WEDNESDAY, October 18th for JAPAN, SAN FRANCISCO, BALBOA and SOUTH AMERICAN PORTS.

For rates of freight and further information apply to

T. DAIGO,

Agent, Toyo Kisen Kaisha.

Hongkong, Oct. 8, 1916. 1107

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for STRAITS, PERSIAN GULF, OCEANIC, TALL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NOVARA, Captain E. R. HARRINGTON, R.N.R. carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 20th October, 1916, taking Passengers and Cargo for the above ports in conjunction with the Company's Steamship Mores from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the main steamer of the line direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per S.S. "Rashm" due in London about 4th December, 1916.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, Oct. 7, 1916.

FRANK WATERHOUSE & CO., INC.

FOR SINGAPORE

The Steamship "TENSHO MARU" will be despatched for the above port on the 20th October, 1916.

For freight and further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Tel. No. 215, Sub. Ex. No. 10.

Hongkong, Oct. 7, 1916. 1112

AMERICAN & MANCHURIAN LINE.

For BOSTON AND NEW YORK via PANAMA CANAL.

THE Steamship "NEWBY HALL" will be despatched for the above ports on SATURDAY, 21st October, 1916.

For freight and further particulars apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, Sept. 23, 1916. 1109

NOTICES TO CONSIGNEES

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES

FROM KOBE.

THE Steamship "NEWBY HALL" having arrived from the above port, Consignees of Cargo by her are hereby informed that all goods are being landed at their wharves, the wharves and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, wharves and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th October, at 5 p.m. will be stored by us.

All broken, damaged and damaged packages are to be taken to the Godowns where they will be examined on 15th October, 1916, at 5 p.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case of damage.

Bills of Lading will be counter-signed by us.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, Oct. 11, 1916. 1112

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMHANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their wharves, the wharves and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th Oct. will be stored by us.

All broken, damaged and damaged packages are to be taken to the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case of damage.

Bills of Lading will be counter-signed by us.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, Oct. 11, 1916. 1112

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For Freight or Passage, apply to

T. DAIGO, AGENT.

KING'S BUILDING (Opposite Blake Pier).

Telephone 791.

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KING'S BUILDING (Opposite Blake Pier).

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong	Connecting Mail Steamer from Colombo	Due at Marseilles 1916	Due London 1916
NOVARA	Oct. 20	* MOREA	Nov. 19	Nov. 26
NOBE	Nov. 3	Through Steamer	Dec. 6	Dec. 17
NYANZA	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24
				1917
MALTA	Dec. 1	* MALWA	Dec. 31	Jan. 7
				1917
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 28
NOVARA	Dec. 29	Through Steamer	Jan. 31	Feb. 11
SOMALI	Jan. 12	* KASHGAR	Feb. 12	Feb. 19
NYANZA	Jan. 26	Through Steamer	Feb. 28	Mar. 11
NAMUR	Feb. 9	* ARABIA	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australia Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NYANZA	FRIDAY, 27th October
MALTA	MONDAY, 6th November
NANKIN	SUNDAY, 19th November
NOVARA	SATURDAY, 2nd December
SOMALI	SUNDAY, 17th December
NYANZA	SUNDAY, 31st December

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment) IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailing:

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passenger Tickets interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PARR, Acting Superintendent.

SHEWAN TOMES & CO. LTD.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

NOVEMBER 15-JANUARY 27.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, 1st House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong 30th November.

For Rates of Freight apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

From Hongkong to London

From London to Hongkong

From Hongkong to London

From London to Hongkong

From Hongkong to London

From London to Hongkong

From Hongkong to London

From London to Hongkong

From Hongkong to London

From London to Hongkong

From Hongkong to London

NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, September 8.

THE GREAT SPECTACLE.

At about twenty past two last

Sunday morning, the greatest show

the world has ever heard of the air

For all London and the surrounding

country had been roused by the

sound of anti-aircraft guns, and then

over a circle of forty miles of

territory, was visible the great

spectacle. The searchlights picked

up a great Schutte-Lanz airship—one

of thirteen that assailed these islands

that night—and suddenly the guns

ceased, following the appearance of

a coloured light in the sky. A

moment of tense expectation, and

then a sudden blaze of flame that

illuminated London so brilliantly that

one could read small print in the

street. Then a great ball of flame

fell headlong to earth in a Hertford-

shire field. The raider, everybody

then knew, had been set on fire by a

bomb from a British aeroplane. On

that the volume of cheering was such

as never has been heard before, and

maybe never will again, for it must

be rare indeed that a fight will be

fought before so measureless a

multitude.

Many people had gained tidings of

an expected raid and so did not go to

bed at all. Others, roused by the

guns, made haste to gain the street.

And, as the airship was 12,000 feet

above the earth when the fight took

place, it was visible to all. Never in

all the world's history has there ever

been such a gigantic fireworks display.

It happened like this. When the

warning was given that a raid was on

the way, a young lieutenant named

R— (officialdom insists on obscurity,

even in this matter) went up in the

aeroplane at C— on a nasty

night of mist and darkness to await

developments. Presently he saw the

airship outlined over the Northern

Heights, just north of London, trying

to evade the eye of the searchlights

that had picked it up. Away went

the aviator in pursuit. So intent

were the Huns to get their airship

out of sight that they did not see the

pursuer until he was close behind and

underneath. He managed to empty

one tray of ammunition into her from

his Lewis gun before they could get

his range.

Then he edged off, rose rapidly and

succeeded in getting above the air-

ship. Dropping his signal for the

guns below to cease firing, he let go

with bombs on to the raider and then

he had to hustle to get clear of the

flames that shot up hundreds of feet.

The airship staggered for a moment,

then the flames ran full length of

her. A moment more and she

seemed to buckle up. Then there

was an explosion, and her petrol

tanks, bursting, the great flame shot

up, that lightened all London.

Gradually the smoke, and then another

explosion sent her nose down to the

earth, just missing a farmhouse in

the out-of-the-way village of Cuffley,

near Potter's Bar.

Imagine then the excitement of

the metropolis. With others, I

hastened to the scene, over eighteen

miles of road, in a wild scramble of

motors, bicycles, and horse vehicles.

Just after six o'clock we came on the

scene and saw the tangled destruction

of the framework, with the

ghostly remains of the crew, charred

and disfigured almost beyond human

semblance, underneath.

I will not prolong the agony of

description along that line, but will

add that all that day and the next

the scene was such as the leafy

glades of Hertfordshire had never

seen before. It is estimated that on

Sunday half a million people visited

the scene, sweeping like locusts from

all points of the compass. Roads

were choked with vehicles, all

refreshments were gone long before

noon, and the plight of the late

comers was pitiable in the extreme.

For the stifling weather that is prevail-

ing just now gave an exhibition of

its sorriest mood. Roads and fields

were churned into mud of quite

singular adhesiveness, and the trains

at the nearest stations proved utterly

inadequate to deal with the travellers.

Again at nightfall I motored out,

and all the way the road was a mass

of struggling humanity. Hundreds

had gone out thinking to have a

pleasant walk for a Sunday after-

noon, then to return in comfort by

train. They were terribly disillu-

sioned.

The nearest station was a seething

mob of people that fought for a place

in the trains. Thousands were left

when the last return train had gone.

No accommodation and no food

remained in the locality. Agonized

appeals by telephone to London for

taxicabs to be sent at any cost met

with little avail, for London itself

was suffering from a famine in taxi-

cabs, the demand having been so

great for the outward journey all day

long, and petrol nowadays being

scarce.

Motorists who had made a mis-

calculation as to petrol mileage and

the petrol supply they carried in

many cases had to abandon their cars

for the roadside ditch for the night,

for no petrol could be obtained for

miles.

I passed down the pitch-dark,

narrow, overhanging lanes leading to

the spot and saw the cars just

managing to find space to pass in the

roadways, while pedestrians were

forced, willy nilly, to take to the miry

ditch or the long, wet grass. Girls

with light blouses and silk stockings

were in a most dismal plight of wet

and misery, for to walk that night

was a penance given for the strong

and well-shod. Towards midnight

they were still limping into Barnes,

seven miles away, with miles more

to walk before they could get a

vehicle to take them home.

Souvenir hunters were so keen that

in spite of the vigilance of a company

of Guards, special constables, and

regular constabulary, there was much

carrying away of fragments, and so

there had to be an official notice that

everything must be returned, as the

experts wished to reconstruct the

airship as far as possible. One

remarkable thing about it was the

amount of wood used. It may be a

proof that the Huns are short of

aluminium.

The whole affair has been the

greatest sensation for Londoners in

my recollection, and as it appears

that a second of the raiding vessels

was so damaged near the East Coast

that it fell into the North Sea near

the Dutch coast, it is likely that the

Germans will have taken full note

of our improved defences.

Coincidentally, there is a renewed

push on the West, the rapid advance

of our new Rumanian Ally in

Transylvania, and signs of great

activity from Salonica. Look out for

surprises for the Huns and Bulgars

in that quarter. Maybe you will

recall that in a recent letter I said

that when Rumania came in it was

a sign that she believed six months

would end the war.

That also is the belief of General

Sir O. Moore Creagh, ex-Commander

in Chief in India. He does not

believe that the German defences on

the West extend very far, and he

knows his German well. He argues

that the German officer will never

build deep reserves of trenches,

because the German troops, if they

knew they had plenty of trenches to

fall back upon—would promptly fall

back. They are made to understand

they must hold what they have got,

and fight to a finish.

The further one penetrates into

quarters where most of the known

ones realise the confidence that pre-

vails among the Allies as to the out-

come. I cannot go much further

with that without giving information

that might aid the enemy.

CAUTION.

Which reminds me of the case of

the impetuous lady whose daughter

became engaged to a naval officer.

The prospective mother-in-law of the

officer immediately clapped an an-

nouncement into the paper, men-

tioning even the ship on which the

officer was serving. As nothing had

been allowed to reach the enemy as

to this ship having been even com-

missioned, the authorities were very

angry. The officer is the unhappiest

man in the Navy, and the lady is

being sought to hold her tongue for

the future.

THE PRINCE OF WALES.

A social correspondent who often

has exclusive information writes:—

No announcement of the engage-

ment of the Prince of Wales will be

made until after the cessation of

hostilities. But then—the whole

world will quickly learn who is to

Stock and paid up Value.	Options 11.30 A.M.	Last Dividend and date.	Return based on last year's div.
BANKS.			
Hongkong & Shanghai \$125	\$770	\$2.5 interim	6 1/2 p.c.
MARINE INSURANCES.			
Canton	\$ 50 \$400 b.	\$7 final a/c 1914, \$18 interim a/c 1915	6 1/2 p.c.
North China	\$25 T. 155	Int. 12 1/2 % a/c 1915	6 1/2 p.c.
Unions	\$100 \$925 b.	Final of \$30 and bonus of \$10 a/c 1914, interim of \$30 a/c 1915	6 1/2 p.c.
Yangtze	\$ 60 \$352 1/2	Final of \$15 making \$15 for 1914 and int. of \$8 on account 1915	8 p.c.
FIRE INSURANCES.			
China Fire	\$ 20 \$154 b.	\$7 and bonus \$2 for 1914	5 1/2 p.c.
Hongkong Fire	\$ 50 \$367 b.	\$37 for 1914	7 p.c.
SHIPPING.			
Douglas Steamships	\$50 \$132 1/2 b.	\$1 final and \$8 bonus, making \$14 a/c 1915-18	11 1/2 p.c.
Steamboats	\$ 15 \$32 1/2 b.	\$1 for 1915	4 1/2 p.c.
Indo-China	(Preferred) \$5 \$48 b. (Deferred) \$5 \$132 1/2 b. 133 1/2 m.	6/10 for 1915	6 p.c.
		10/10 Bonus	6 1/2 p.c.
		6/10 for 1915	6 1/2 p.c.
"Shell" Transport	\$1 12/8 b.	5/10 a/c 1915 Coupon 25 2/10 a/c 1915 Coupon 25	
"Star Ferry"	\$ 10 \$38 b.	\$3.65 dividend \$5 cents Bonus for year ending 30/4/18	5 1/2 p.c.
REFINERIES.			
China Sugars	\$100 \$117 b.	\$12 for 1915	10 1/2 p.c.
Malayan Sugars	\$30 \$37 b. & m.	\$5 for 1915	
MINING.			
Kallans	\$1 30/-	1/10 a/c 1915/16, Coupons No. 7	
Langkats	\$10 T. 95 b.	Tls. 1 for 1915	4 p.c.
Rams	\$1 \$2 1/2	2/10 a/c 1915	
Trunk Mines	\$1 23/4 b.	1/10 a/c 1916	
Ural Caspians	\$1 34/8	2 1/2 % for 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves	\$ 50 \$33 1/2 b.	\$3 1/2 for 1915	4 1/2 p.c.
H.K. & Whampoa Docks	\$ 50 \$133 a. & m.	\$5 for 1915	6 1/2 p.c.
Shanghai Docks	T. 100 T. 38 b.	Tls. 7 1/2 for year ending 30/4/18	6 1/2 p.c.
Hongkew Wharfs	T. 100 T. 33 b. 56 m.	Tls. 3 for 1915	3 1/2 p.c.
HOTELS, LANDS AND BUILDINGS.			
Hongkong Hotels	\$ 50 \$115	\$3 a/c 1916	6 1/2 p.c.
Central Estates	\$100 \$101 b.	\$7 a/c 1915	7 p.c.
Hongkong Lands	\$100 \$101 b.	Interim div. of \$3 1/2	7 p.c.
Humphreys Estates	\$ 10 \$2 1/2 b.	25 cents for 1915	5 1/2 p.c.
Kowloon Lands	\$ 20 \$38	\$2 1/2 for 1915	3 p.c.
West Point	\$ 50 \$37 a.	Interim of \$2	
Shanghai Lands	T. 50 T. 97	5 % interim a/c 1916	4 1/2 p.c.
COTTON MILLS.			
Yong	T. 60 T. 157 1/2 b.	Tls. 16 for year ending 31/10/15	10 1/2 p.c.
Shanghai Cottons	T. 50 T. 110 b.	Tls. 8 div. & Tls. 1 1/2 bonus for year ending 30/6/15	6 p.c.
Kung Yik	T. 10 T. 164 b.	Tls. 1 1/2 for 1915	10 1/2 p.c.
Yangtze	T. 5 T. 5.60 b. 6 m.		
MISCELLANEOUS.			
China-Borneo	\$12 \$3 1/2	72 cts. for 1915	8 1/2 p.c.
Light & Powers	\$ 5 \$4 1/2 b.	6 p.c. for year ending 23/2/06	
China-Providents	\$ 10 \$3 1/2	70 cents for 1915	7 1/2 p.c.
Dairy Farms	\$ 6 \$40 a.	\$1.25 for year ending 31/7/15	3 p.c.
Green Islands	\$ 10 \$10 b.	60 cents for 1915	6 p.c.
Hongkong Electric	\$10 \$54 1/2 b.	\$2 1/2 for 1915/16	4 p.c.
Hongkong Ice	\$ 22 \$160	\$2 on a/c 1916	7 1/2 p.c.
Hongkong Ropes	\$ 10 \$35 a.	\$1 interim 1915	2 1/2 p.c.
Hongkong Tramways	6/- \$7.10 b.	7 1/2 % interim a/c 1916 cents 16 1/2 per share	4 1/2 p.c.
Morning Posts	\$ 25 \$29	42 for 1915	
Peak Tramways	\$ 10 \$2.60 b.	7 % for 1915/1916	7 1/2 p.c.
do. (new)	\$ 1 85 cts b.		
Steam Laundry	\$ 5 \$3 1/2 b.	25 cents for 1915/1916	6 1/2 p.c.
Union Waterboats	\$ 10 \$17	\$1 for 1915	5 1/2 p.c.
Watsons	\$ 10 \$7 b.	70 cents for 1915	10 p.c.
William Powell	\$ 7 \$49.50 a.	60 cents for 1915/1916	

L.—sellers. M.—sales. B.—buyers.

Telegraphic Address "KIALTO." ROXON & TAYLOR,
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